where A_1 and A_2 values are given in § 173.435 or are determined in accordance with § 173.433.

Type B quantity means a quantity of material greater than a Type A quantity.

Unilateral approval means approval of a package solely by the competent authority of the country of origin.

Unirradiated thorium means thorium containing not more than 10^{-7} grams uranium-233 per gram of thorium-232.

Unirradiated uranium means uranium containing not more than 10^{-6} grams plutonium per gram of uranium-235 and a fission product activity of not more than 9 MBq (0.24 millicuries) of fission products per gram of uranium-235.

Uranium—natural, depleted or enriched means the following:

(1) "Natural uranium" means uranium with the naturally occurring distribution of uranium isotopes (approximately 0.711 weight percent uranium-235, and the remainder essentially uranium-238).

(2) "Depleted uranium" means uranium containing less uranium-235 than the naturally occurring distribution of uranium isotopes.

(3) "Enriched uranium" means uranium containing more uranium-235 than the naturally occurring distribution of uranium isotopes.

[Amdt. 173-244, 60 FR 50307, Sept. 28, 1995, as amended by Amdt. 173-244, 61 FR 20750, May 8, 1996; 63 FR 52849, Oct. 1, 1998]

§ 173.410 General design requirements.

In addition to the requirements of subparts A and B of this part, each package used for the shipment of Class 7 (radioactive) materials must be designed so that—

(a) The package can be easily handled and properly secured in or on a conveyance during transport.

(b) Each lifting attachment that is a structural part of the package must be designed with a minimum safety factor of three against yielding when used to lift the package in the intended manner, and it must be designed so that failure of any lifting attachment under excessive load would not impair the ability of the package to meet other requirements of this subpart. Any other structural part of the package which could be used to lift the package must be capable of being rendered inoperable for lifting the package during transport or must be designed with strength equivalent to that required for lifting attachments.

(c) The external surface, as far as practicable, will be free from protruding features and will be easily decontaminated.

(d) The outer layer of packaging will avoid, as far as practicable, pockets or crevices where water might collect.

(e) Each feature that is added to the package will not reduce the safety of the package.

(f) The package will be capable of withstanding the effects of any acceleration, vibration or vibration resonance that may arise under normal conditions of transport without any deterioration in the effectiveness of the closing devices on the various receptacles or in the integrity of the package as a whole and without loosening or unintentionally releasing the nuts, bolts, or other securing devices even after repeated use (see §§ 173.24, 173.24a, and 173.24b).

(g) The materials of construction of the packaging and any components or structure will be physically and chemically compatible with each other and with the package contents. The behavior of the packaging and the package contents under irradiation will be taken into account.

(h) All valves through which the package contents could escape will be protected against unauthorized operation.

(i) For transport by air—

(1) The temperature of the accessible surfaces of the package will not exceed 50 °C (122 °F) at an ambient temperature of 38 °C (100 °F) with no account taken for insulation;

(2) The integrity of containment will not be impaired if the package is exposed to ambient temperatures ranging from −40 °C (−40 °F) to +55 °C (131 °F); and

(3) Packages containing liquid contents will be capable of withstanding, without leakage, an internal pressure that produces a pressure differential of not less than 95 kPa (13.8 lb/in²).

[Amdt. 173-244, 60 FR 50307, Sept. 28, 1995, as amended by Amdt. 173-244, 61 FR 20750, May 8, 1996; 64 FR 51919, Sept. 27, 1999]

TABLE 7—ACTIVITY LIMITS FOR LIMITED QUANTITIES, INSTRUMENTS, AND ARTICLES

Nature of contents	Instruments and articles		Limited quantity package limits [1]
	Limits for each instrument or article [1]	Package limits [1]	
Solids:			
Special form	10^{-2} A_1	A_1	10^{-3} A_1
Normal form	10^{-2} A_2	A_2	10^{-3} A_2
Liquids:			
Tritiated water:			
<0.0037 TBq/liter (0.1 Ci/L)			37 TBq (1,000 Ci)
0.0037 TBq to 0.037 TBq/L (0.1 Ci to 1.0 Ci/L).			3.7 TBq (100 Ci)
>0.037 TBq/L (1.0 Ci/L)			0.037 TBq (1.0 Ci)
Other Liquids	10^{-3} A_2	10^{-1} A_2	10^{-4} A_2
Gases:			
Tritium [2]	2×10^{-2} A_2	2×10^{-1} A_2	2×10^{-2} A_2
Special form	10^{-3} A_1	10^{-2} A_1	10^{-3} A_1
Other form	10^{-3} A_2	10^{-2} A_2	10^{-3} A_2

[1] For mixtures of radionuclides see § 173.433(d).
[2] These values also apply to tritium in activated luminous paint and tritium adsorbed on solid carriers.

[Amdt. 173-244, 60 FR 50307, Sept. 28, 1995, as amended by Amdt. 173-244, 61 FR 20751, May 8, 1996; 63 FR 52849, Oct. 1, 1998]

§ 173.426 Excepted packages for articles containing natural uranium or thorium.

A manufactured article in which the sole Class 7 (radioactive) material content is natural or unirradiated depleted uranium or natural thorium and its packaging is excepted from the specification packaging, shipping paper and certification, marking, and labeling requirements of this subchapter and requirements of this subpart if:

(a) Each package meets the general design requirements of § 173.410;

(b) The outer surface of the uranium or thorium is enclosed in an inactive sheath made of metal or other durable protective material;

(c) The conditions specified in § 173.421(a) (2), (3) and (4) are met; and

(d) The article is otherwise prepared for shipment as specified in § 173.422.

[Amdt. 173-244, 60 FR 50307, Sept. 28, 1995, as amended by Amdt. 173-244, 61 FR 20752, May 8, 1996]

§ 173.427 Transport requirements for low specific activity (LSA) Class 7 (radioactive) materials and surface contaminated objects (SCO).

(a) In addition to other applicable requirements specified in this subchapter, low specific activity (LSA) materials and surface contaminated objects (SCO), unless excepted by paragraph (d) of this section, must be packaged in accordance with paragraph (b) or (c) of this section and must be transported in accordance with the following conditions:

(1) The external dose rate must not exceed an external radiation level of 10 mSv/h (1 rem/h) at 3 meters from the unshielded material;

(2) The quantity of LSA and SCO material in any single conveyance must not exceed the limits specified in table 9;

(3) LSA material and SCO that are or contain fissile material must meet the applicable requirements of §§ 173.453, 173.457, 173.459 and 173.467;

(4) Packages must meet the contamination control limits specified in § 173.443;

(5) External radiation levels must comply with § 173.441; and

(6) For LSA material and SCO required by this section to be consigned as exclusive use:

(i) Shipments must be loaded by the consignor and unloaded by the consignee from the conveyance or freight container in which originally loaded;

(ii) There must be no loose Class 7 (radioactive) material in the conveyance, however, when the conveyance is the packaging there must be no leakage of Class 7 (radioactive) material from the conveyance;

(iii) Packages must be braced so as to prevent shifting of lading under conditions normally incident to transportation;

(iv) Specific instructions for maintenance of exclusive use shipment controls must be provided by the offeror to the carrier. Such instructions must be included with the shipping paper information;

(v) Except for shipments of unconcentrated uranium or thorium ores, the transport vehicle must be placarded in accordance with subpart F of part 172 of this subchapter;

(vi) For domestic transportation only, packages are excepted from the marking and labeling requirements of this subchapter. However, the exterior of each nonbulk package must be stenciled or otherwise marked "Radioactive—LSA" or "Radioactive—SCO", as appropriate, and nonbulk packages that contain a hazardous substance must also be stenciled or otherwise marked with the letters "RQ" in association with the above description; and

(vii) Except when transported in an industrial package in accordance with table 8, transportation by aircraft is prohibited.

(b) Except as provided in paragraph (c) of this section, LSA material and SCO must be packaged as follows:

(1) In an industrial package (IP–1, IP–2 or IP–3; § 173.411), subject to the limitations of table 8;

(2) For domestic transportation only, in a DOT Specification 7A (§ 178.350 of this subchapter) Type A package. The requirements of § 173.412 (a), (b), (c) and (k) do not apply;

(3) For domestic transportation only, in a strong, tight package that prevents leakage of the radioactive content under normal conditions of transport. In addition to the requirements of paragraph (a) of this section, the following requirements must be met:

(i) The shipment must be exclusive use;

(ii) The quantity of Class 7 (radioactive) material in each packaging may not exceed an A_2 quantity;

(4) For domestic transportation only, in a packaging that complies with the provisions of 10 CFR 71.52, and is transported in exclusive use; or

(5) Any Type B, B(U) or B(M) packaging authorized pursuant to § 173.416.

(c) LSA–I and SCO–I (see § 173.403), unless packaged in accordance with paragraph (b) of this section, must be packaged in bulk packagings in accordance with this paragraph. The shipment must be, in addition to complying with the applicable requirements of paragraph (a) of this section, exclusive use:

(1) *Solids.* Packages must be strong tight packagings, meeting the requirements of subpart B of this part. The requirements of § 173.410 do not apply.

(2) *Liquids.* Liquids must be transported in the following packagings:

(i) Specification 103CW, 111A60W7 (§§ 179.200, 179.201, 179.202 of this subchapter) tank cars. Bottom openings in tanks are prohibited; or

(ii) Specification MC 310, MC 311, MC 312, MC 331 or DOT 412 (§ 178.348 or § 178.337 of this subchapter) cargo tank motor vehicles. Bottom outlets are not authorized. Trailer-on-flat-car service is not authorized.

(d) Except for transportation by aircraft, LSA material and SCO that conform to the provisions specified in 10 CFR 20.2005 are excepted from all requirements of this subchapter pertaining to Class 7 (radioactive) materials when offered for transportation for disposal or recovery. A material which meets the definition of another hazard class is subject to the provisions of this subchapter relating to that hazard class.

(e) LSA and SCO that exceed the packaging limits in this section must be packaged in accordance with 10 CFR part 71.

(f) Tables 8 and 9 are as follows:

TABLE 8—INDUSTRIAL PACKAGE INTEGRITY REQUIREMENTS FOR LSA MATERIAL AND SCO

Contents	Industrial packaging type	
	Exclusive use shipment	Non-exclusive use shipment
LSA–I:		
Solid	IP–1	IP–1
Liquid	IP–1	IP–2
LSA–II:		
Solid	IP–2	IP–2
Liquid and gas	IP–2	IP–3
LSA–III	IP–2	IP–3
SCO–I	IP–1	IP–1
SCO–II	IP–2	IP–2

TABLE 9—CONVEYANCE ACTIVITY LIMITS FOR LSA MATERIAL AND SCO

Nature of material	Activity limit for conveyances
LSA–I	No limit.
LSA–II and LSA–III; noncombustible solids.	No limit.
LSA–II and LSA–III; Combustible solids and all liquids and gases.	100 A_2
SCO	100 A_2

[Amdt. 173-244, 60 FR 50307, Sept. 28, 1995, as amended by Amdt. 173-244, 61 FR 20752, May 8, 1996; 63 FR 52849, Oct. 1, 1998]

§ 173.428 Empty Class 7 (radioactive) materials packaging.

A packaging which previously contained Class 7 (radioactive) materials and has been emptied of contents as far as practical, is excepted from the shipping paper, certification, and marking requirements of this subchapter, and from requirements of this chapter, provided that—

(a) The packaging meets the requirements of § 173.421(a) (2), (3), and (5) of this subpart;

(b) The packaging is in unimpaired condition and is securely closed so that there will be no leakage of Class 7 (radioactive) material under conditions normally incident to transportation;

(c) Internal contamination does not exceed 100 times the limits in § 173.443(a);

(d) Any labels previously applied in conformance with subpart E of part 172 of this subchapter are removed, obliterated, or covered and the "Empty" label prescribed in § 172.450 of this subchapter is affixed to the packaging; and

(e) The packaging is prepared for shipment as specified in § 173.422.

[Amdt. 173-244, 60 FR 50307, Sept. 28, 1995, as amended by Amdt. 173-244, 61 FR 20752, May 8, 1996; 64 FR 51919, Sept. 27, 1999]

§ 173.431 Activity limits for Type A and Type B packages.

(a) Except for LSA material and SCO, a Type A package may not contain a quantity of Class 7 (radioactive) materials greater than A_1 for special form Class 7 (radioactive) material or A_2 for normal form Class 7 (radioactive) material as listed in § 173.435, or, for Class 7 (radioactive) materials not listed in § 173.435, as determined in accordance with § 173.433.

(b) The limits on activity contained in a Type B, Type B(U), or Type B(M) package are those prescribed in §§ 173.416 and 173.417, or in the applicable approval certificate under §§ 173.471, 173.472 or 173.473.

§ 173.433 Requirements for determining A_1 and A_2 values for radionuclides and for the listing of radionuclides on shipping papers and labels.

(a) Values of A_1 and A_2 for individual radionuclides that are the basis for many activity limits elsewhere in this subchapter are given in the table in § 173.435.

(b) For individual radionuclides whose identities are known, but which are not listed in the table in § 173.435, the determination of the values of A^1 and A_2 requires approval from the Associate Administrator for Hazardous Materials Safety except that the values of A_1 and A_2 in table 10 may be used without obtaining approval from Associate Administrator for Hazardous Materials Safety.

(c) In calculating A_1 and A_2 values for a radionuclide not listed in the table in § 173.435, a single radioactive decay chain in which the radionuclides are present in their naturally-occurring proportions, and in which no daughter nuclide has a half life either longer than 10 days or longer than that of the parent nuclide, will be considered as a single radionuclide, and the activity to be taken into account and the A_1 or A_2 value to be applied will be those corresponding to the parent nuclide of that chain. Otherwise, the parent and daughter nuclides will be considered as a mixture of different nuclides.

(d) Mixtures of radionuclides whose identities and respective activities are known, must conform to the following conditions:

(1) For special form Class 7 (radioactive) material:

$$\sum_i \frac{B(i)}{A_1(i)} \quad \text{less than or equal to 1}$$

Where B(i) is the activity of radionuclide i and A_1 (i) is the A_1 value for radionuclide i; or

(2) For other forms of Class 7 (radioactive) material, either—

$$\sum_i \frac{B(i)}{A_2(i)} \quad \text{less than or equal to 1}$$

Where B(i) is the activity of radionuclide i and $A_2(i)$ is the A_2 value for radionuclide i;

or

$$A_2 \text{ for mixture} = \frac{1}{\sum_i \frac{f(i)}{A_2(i)}}$$

where f(i) is the fraction of activity of nuclide i in the mixture and $A_2(i)$ is the appropriate A_2 value for nuclide i.

(e) When the identity of each nuclide is known but the individual activities of some of the radionuclides are not known, the radionuclides may be grouped and the lowest A_1 or A_2 value, as appropriate, for the radionuclides in each group may be used in applying the formulas in paragraph (d) of this section. Groups may be based on the total alpha activity and the total beta/gamma activity when these are known, using the lowest A_1 or A_2 values for the alpha emitters or beta/gamma emitters, respectively.

(f) *Shipping papers and labeling.* (1) For mixtures of radionuclides, the radionuclides (n) that must be shown on shipping papers and labels in accordance with §§ 172.203 and 172.403 of this subchapter, respectively, must be determined on the basis of the following formula:

$$\sum_{i=1}^{n} \frac{a_{(i)}}{A_{(i)}} \geq 0.95 \sum_{i=1}^{n+m} \frac{a_{(i)}}{A_{(i)}}$$

Where n + m represents all the radionuclides in the mixture, m are the radionuclides that do not need to be considered, a_i is the activity of radionuclide i in the mixture, and A_i is the A_1 or A_2 value, as appropriate for radionuclide i.

(g) Table 10 is as follows:

TABLE 10—GENERAL VALUES FOR A_1 AND A_2

Contents	A_1		A_2	
	(TBq)	(Ci)	(TBq)	(Ci)
Only beta or gamma emitting nuclides are known to be present	0.2	5	0.02	0.5
Alpha emitting nuclides are known to be present or no relevant data are available	0.10	2.70	2×10^{-5}	5.41×10^{-4}

[Amdt. 173-244, 60 FR 50307, Sept. 28, 1995, as amended at 63 FR 52849, Oct. 1, 1998]

§ 173.434 Activity-mass relationships for uranium and natural thorium.

The table of activity-mass relationships for uranium and natural thorium are as follows:

Thorium and uranium enrichment[1](Wt% ^{235}U present)	Specific activity			
	TBq/gram	Grams/Tbq	Ci/gram	Grams/Ci
0.45 (depleted)	1.9×10^{-8}	5.4×10^{7}	5.0×10^{-7}	2.0×10^{6}
0.72 (natural)	2.6×10^{-8}	3.8×10^{7}	7.1×10^{-7}	1.4×10^{6}
1.0	2.8×10^{-8}	3.6×10^{7}	7.6×10^{-7}	1.3×10^{6}
1.5	3.7×10^{-8}	2.7×10^{7}	1.0×10^{-6}	1.0×10^{6}
5.0	1.0×10^{-7}	1.0×10^{7}	2.7×10^{-6}	3.7×10^{5}
10.0	1.8×10^{-7}	5.6×10^{6}	4.8×10^{-6}	2.1×10^{5}
20.0	3.7×10^{-7}	2.7×10^{6}	1.0×10^{-5}	1.0×10^{5}
35.0	7.4×10^{-7}	1.4×10^{6}	2.0×10^{-5}	5.0×10^{4}
50.0	9.3×10^{-7}	1.1×10^{6}	2.5×10^{-5}	4.0×10^{4}
90.0	2.1×10^{-6}	4.7×10^{5}	5.8×10^{-5}	1.7×10^{4}
93.0	2.6×10^{-6}	3.9×10^{5}	7.0×10^{-5}	1.4×10^{4}
95.0	3.4×10^{-6}	3.0×10^{5}	9.1×10^{-5}	1.1×10^{4}
Natural thorium	8.1×10^{-9}	1.2×10^{8}	2.2×10^{-7}	4.6×10^{6}

[1] The figures for uranium include representative values for the activity of uranium-234 which is concentrated during the enrichment process. The activity for thorium includes the equilibrium concentration of thorium-228.

Symbol of radionuclide	Element and atomic number	A_1 (TBq)	A_1 (Ci)	A_2 (TBq)	A_2 (Ci)	Specific activity (TBq/g)	Specific activity (Ci/g)
Tm-167	Thulium(69)	7	189	7	189	3.1×10^{3}	8.5×10^{4}
Tm-168		0.8	21.6	0.8	21.6	3.1×10^{2}	8.3×10^{3}
Tm-170		4	108	0.5	13.5	2.2×10^{2}	6.0×10^{3}
Tm-171		40	1080	10	270	4.0×10^{1}	1.1×10^{3}
U-230	Uranium(92)	40	1080	1×10^{-2}	0.270	1.0×10^{3}	2.7×10^{4}
U-232		3	81.1	3×10^{-4}	8.11×10^{-3}	8.3×10^{-1}	2.2×10^{1}
U-233		10	270	1×10^{-3}	2.70×10^{-2}	3.6×10^{-4}	9.7×10^{-3}
U-234		10	270	1×10^{-3}	2.70×10^{-2}	2.3×10^{-4}	6.2×10^{-3}
U-235		Unlimited	Unlimited	Unlimited	Unlimited	8.0×10^{-8}	2.2×10^{-6}
U-236		10	270	1×10^{-3}	2.70×10^{-2}	2.4×10^{-6}	6.5×10^{-5}
U-238		Unlimited	Unlimited	Unlimited	Unlimited	1.2×10^{-8}	3.4×10^{-7}
U (natural)		Unlimited	Unlimited	Unlimited	Unlimited	2.6×10^{-8}	7.1×10^{-7}
U (enriched 5% or less).		Unlimited	Unlimited	Unlimited	Unlimited	——	(see § 173.434)
U (enriched more than 5%).		10	270	1×10^{-3}	2.70×10^{-2}	——	(see § 173.434)
U (depleted).		Unlimited	Unlimited	Unlimited	Unlimited	——	(see § 173.434)
V-48	Vanadium(23)	0.3	8.11	0.3	8.11	6.3×10^{3}	1.7×10^{5}
V-49		40	1080	40	1080	3.0×10^{2}	8.1×10^{3}
W-178	Tungsten(74)	1	27.0	1	27.0	1.3×10^{-3}	3.4×10^{4}
W-181		30	811	30	811	2.2×10^{2}	6.0×10^{3}
W-185		40	1080	0.9	24.3	3.5×10^{2}	9.4×10^{3}
W-187		2	54.1	0.5	13.5	2.6×10^{4}	7.0×10^{5}
W-188		0.2	5.41	0.2	5.41	3.7×10^{2}	1.0×10^{4}
Xe-122	Xenon(54)	0.2	5.41	0.2	5.41	4.8×10^{4}	1.3×10^{6}
Xe-123		0.2	5.41	0.2	5.41	4.4×10^{5}	1.2×10^{7}
Xe-127		4	108	4	108	1.0×10^{3}	2.8×10^{4}
Xe-131m		40	1080	40	1080	3.1×10^{3}	8.4×10^{4}
Xe-133		20	541	20	541	6.9×10^{3}	1.9×10^{5}
Xe-135		4	108	4	108	9.5×10^{4}	2.6×10^{6}
Y-87	Yttrium(39)	2	54.1	2	54.1	1.7×10^{4}	4.5×10^{5}
Y-88		0.4	10.8	0.4	10.8	5.2×10^{2}	1.4×10^{4}
Y-90		0.2	5.41	0.2	5.41	2.0×10^{4}	5.4×10^{5}
Y-91m		2	54.1	2	54.1	1.5×10^{6}	4.2×10^{7}
Y-91		0.3	8.11	0.3	8.11	9.1×10^{2}	2.5×10^{4}
Y-92		0.2	5.41	0.2	5.41	3.6×10^{5}	9.6×10^{6}
Y-93		0.2	5.41	0.2	5.41	1.2×10^{5}	3.3×10^{6}
Yb-169	Ytterbium(70)	3	81.1	3	81.1	8.9×10^{3}	2.4×10^{4}
Yb-175		30	811	0.9	24.3	6.6×10^{3}	1.8×10^{5}
Zn-65	Zinc(30)	2	54.1	2	54.1	3.0×10^{2}	8.2×10^{3}
Zn-69m		2	54.1	0.5	13.5	1.2×10^{5}	3.3×10^{6}
Zn-69		4	108	0.5	13.5	1.8×10^{6}	4.9×10^{7}
Zr-88	Zirconium(40)	3	81.1	3	81.1	6.6×10^{2}	1.8×10^{4}
Zr-93		40	1080	0.2	5.41	9.3×10^{-5}	2.5×10^{-3}
Zr-95		1	27.0	0.9	24.3	7.9×10^{2}	2.1×10^{4}
Zr-97		0.3	8.11	0.3	8.11	7.1×10^{4}	1.9×10^{6}

[a] International shipments of Einsteinium require multilateral approval of A_1 and A_2 values.
[b] International shipments of Fermium require multilateral approval of A_1 and A_2 values.
[c] 20 Ci for Mo^{99} for domestic use.
MFP: For mixed fission products, use formula for mixtures or table 10 in § 173.433.
Note: The activity per gram of radionuclide quantities are technical information that might not provide a direct relationship between the activity and total mass of material contained in a package.

[Amdt. 173-244, 60 FR 50307, Sept. 28, 1995, as amended by Amdt. 173-244, 61 FR 20752, May 8, 1996; Amdt. 173-253, 61 FR 27175, May 30, 1996]

§ 173.441 Radiation level limitations.

(a) Except as provided in paragraph (b) of this section, each package of Class 7 (radioactive) materials offered for transportation must be designed and prepared for shipment, so that under conditions normally incident to transportation, the radiation level does not exceed 2 mSv/hour (200 mrem/hour) at any point on the external surface of the package, and the transport index does not exceed 10.

(b) A package which exceeds the radiation level limits specified in paragraph (a) of this section must be transported by exclusive use shipment, and the radiation levels for such shipment may not exceed the following during transportation:

(1) 2 mSv/h (200 mrem/h) on the external surface of the package unless the following conditions are met, in which case the limit is 10 mSv/h (1000 mrem/h):

(i) The shipment is made in a closed transport vehicle;

(ii) The package is secured within the vehicle so that its position remains fixed during transportation; and

(iii) There are no loading or unloading operations between the beginning and end of the transportation;

(2) 2 mSv/h (200 mrem/h) at any point on the outer surfaces of the vehicle, including the top and underside of the vehicle; or in the case of a flat-bed style vehicle, at any point on the vertical planes projected from the outer edges of the vehicle, on the upper surface of the load or enclosure if used, and on the lower external surface of the vehicle;

(3) 0.1 mSv/h (10 mrem/h) at any point 2 meters (6.6 feet) from the outer lateral surfaces of the vehicle (excluding the top and underside of the vehicle); or in the case of a flat-bed style vehicle, at any point 2 meters (6.6 feet) from the vertical planes projected by the outer edges of the vehicle (excluding the top and underside of the vehicle); and

(4) 0.02 mSv/h (2mrem/h) in any normally occupied space, except that this provision does not apply to carriers if they operate under the provisions of a State or federally regulated radiation protection program and if personnel under their control who are in such an occupied space wear radiation dosimetry devices.

(c) For shipments made under the provisions of paragraph (b) of this section, the offeror shall provide specific written instructions for maintenance of the exclusive use shipment controls to the carrier. The instructions must be included with the shipping paper information. The instructions must be sufficient so that, when followed, they will cause the carrier to avoid actions that will unnecessarily delay delivery or unnecessarily result in increased radiation levels or radiation exposures to transport workers or members of the general public.

(d) Packages exceeding the radiation level or transport index prescribed in paragraph (a) of this section may not be transported by aircraft.

[Amdt. 173-244, 60 FR 50307, Sept. 28, 1995, as amended at 63 FR 48568, Sept. 10, 1998]

§ 173.442 Thermal limitations.

A package of Class 7 (radioactive) material must be designed, constructed, and loaded so that—

(a) The heat generated within the package by the radioactive contents will not, during conditions normally incident to transport, affect the integrity of the package; and

(b) The temperature of the accessible external surfaces of the loaded package will not, assuming still air in the shade at an ambient temperature of 38 °C (100 °F), exceed either—

(1) 50 °C (122 °F) in other than an exclusive use shipment; or

(2) 85 °C (185 °F) in an exclusive use shipment.

§ 173.443 Contamination control.

(a) The level of non-fixed (removable) radioactive contamination on the external surfaces of each package offered for transport must be kept as low as reasonably achievable. The level of non-fixed radioactive contamination may not exceed the limits set forth in table 11 and must be determined by either:

(1) Wiping an area of 300 square centimeters of the surface concerned with an absorbent material, using moderate pressure, and measuring the activity on the wiping material. Sufficient measurements must be taken in the most appropriate locations to yield a representative assessment of the non-fixed contamination levels. The amount of radioactivity measured on any single wiping material, when averaged over the surface wiped, may not exceed the limits set forth in table 11 at any time during transport; or

(2) Using other methods of assessment of equal or greater efficiency, in which case the efficiency of the method used must be taken into account and

the non-fixed contamination on the external surfaces of the package may not exceed ten times the limits set forth in table 11, as follows:

TABLE 11—NON-FIXED EXTERNAL RADIOACTIVE CONTAMINATION-WIPE LIMITS

Contaminant	Maximum permissible limits		
	Bq/cm²	uCi/cm²	dpm/cm²
Beta and gamma emitters and low toxicity alpha emitters	0.4	10^{-5}	22
All other alpha emitting radionuclides	0.04	10^{-6}	2.2

(b) Except as provided in paragraph (d) of this section, in the case of packages transported as exclusive use shipments by rail or public highway only, the removable (non-fixed) radioactive contamination on any package at any time during transport may not exceed ten times the levels prescribed in paragraph (a) of this section. The levels at the beginning of transport may not exceed the levels prescribed in paragraph (a) of this section.

(c) Except as provided in paragraph (d) of this section, each transport vehicle used for transporting Class 7 (radioactive) materials as an exclusive use shipment that utilizes the provisions of paragraph (b) of this section must be surveyed with appropriate radiation detection instruments after each use. A vehicle may not be returned to service until the radiation dose rate at each accessible surface is 0.005 mSv per hour (0.5 mrem per hour) or less, and there is no significant removable (non-fixed) radioactive surface contamination as specified in paragraph (a) of this section.

(d) Paragraphs (b) and (c) of this section do not apply to any closed transport vehicle used solely for the transportation by highway or rail of Class 7 (radioactive) material packages with contamination levels that do not exceed 10 times the levels prescribed in paragraph (a) of this section if—

(1) A survey of the interior surfaces of the empty vehicle shows that the radiation dose rate at any point does not exceed 0.1 mSv per hour (10 mrem per hour) at the surface or 0.02 mSv per hour (2 mrem per hour) at 1 meter (3.3 feet) from the surface;

(2) Each vehicle is stenciled with the words "For Radioactive Materials Use Only" in letters at least 76 millimeters (3 inches) high in a conspicuous place on both sides of the exterior of the vehicle; and

(3) Each vehicle is kept closed except for loading or unloading.

[Amdt. 173-244, 60 FR 50307, Sept. 28, 1995, as amended by Amdt. 173-244, 61 FR 20753, May 8, 1996]

§ 173.447 Storage incident to transportation—general requirements.

The following requirements apply to temporary storage during the course of transportation but not to Nuclear Regulatory Commission or Agreement State-licensed facilities or U.S. Government-owned or contracted facilities.

(a) The number of packages bearing RADIOACTIVE YELLOW-II or RADIOACTIVE YELLOW-III labels stored in any one storage area, such as a transit area, terminal building, storeroom, waterfront pier, or assembly yard, must be limited so that the sum of the transport indexes in any individual group of packages does not exceed 50. Groups of these packages must be stored so as to maintain a spacing of at least 6 meters (20 feet) from other groups of packages containing Class 7 (radioactive) materials.

(b) Mixing of different kinds of Class 7 (radioactive) materials packages that include fissile materials packages is authorized only in accordance with § 173.459.

§ 173.448 General transportation requirements.

(a) Each shipment of Class 7 (radioactive) materials must be secured to prevent shifting during normal transportation conditions.

(b) Except as provided in §§ 174.81, 176.83, and 177.848 of this subchapter, or as otherwise required by the competent authority in the applicable certificate, a package of Class 7 (radioactive) materials may be carried among packaged general cargo without special stowage provisions, if—

(1) The heat output in watts does not exceed 0.1 times the minimum package dimension in centimeters; or

reflectors may be readily extracted for use.

(7) *Certification.* Every red emergency reflector designed and constructed to comply with these requirements shall be plainly marked with the certification of the manufacturer that it complies therewith.

(j) *Requirements for fusees and liquid-burning flares.* Each fusee shall be capable of burning for 30 minutes, and each liquid-burning flare shall contain enough fuel to burn continuously for at least 60 minutes. Fusees and liquid-burning flares shall conform to the requirements of Underwriters Laboratories, Inc., UL No. 912, Highway Emergency Signals, Fourth Edition, July 30, 1979, (with an amendment dated November 9, 1981). (See § 393.7(b) for information on the incorporation by reference and availability of this document.) Each fusee and liquid-burning flare shall be marked with the UL symbol in accordance with the requirements of UL 912.

(k) *Requirements for red flags.* Red flags shall be not less than 12 inches square, with standards adequate to maintain the flags in an upright position.

(49 U.S.C. 304, 1655; 49 CFR 1.48(b) and 301.60)

[33 FR 19735, Dec. 25, 1968, as amended at 35 FR 13019, Aug. 15, 1970; 35 FR 14619, Sept. 18, 1970; 37 FR 17176, Aug. 25, 1972; 40 FR 10685, Mar. 7, 1975; 41 FR 53031, Dec. 3, 1976; 47 FR 47837, Oct. 28, 1982; 59 FR 34712, July 6, 1994]

Subpart I—Protection Against Shifting or Falling Cargo

SOURCE: 38 FR 23522, Aug. 31, 1973, unless otherwise noted.

§ 393.100 General rules for protection against shifting or falling cargo.

(a) *Application and scope of the rules in this section.* This section applies to trucks, truck tractors, semitrailers, full trailers, and pole trailers. Each of those motor vehicles must, when transporting cargo, be loaded and equipped to prevent the shifting or falling of the cargo in the manner prescribed by the rules in paragraph (b) of this section. In addition, each cargo-carrying motor vehicle must conform to the applicable rules in §§ 393.102, 393.104, and 393.106.

(b) *Basic protection components.* Each cargo-carrying motor vehicle must be equipped with devices providing protection against shifting or falling cargo that meet the requirements of either paragraph (b) (1), (2), (3), or (4) of this section.

(1) *Option A.* The vehicle must have sides, side-boards, or stakes, and a rear endgate, endboard, or stakes. Those devices must be strong enough and high enough to assure that cargo will not shift upon, or fall from the vehicle. Those devices must have no aperture large enough to permit cargo in contact with one or more of the devices to pass through it.

(2) *Option B.* The vehicle must have at least one tiedown assembly that meets the requirements of § 393.102 for each 10 linear feet of lading or fraction thereof. (However, a pole trailer or an expandable trailer transporting metal articles under the special rules in paragraph (c) of this section is required only to have two or more of those tiedown assemblies at each end of the trailer.) In addition, the vehicle must have as many additional tiedown assemblies meeting the requirements of § 393.102 as are necessary to secure all cargo being transported either by direct contact between the cargo and the tiedown assemblies or by dunnage which is in contact with the cargo and is secured by tiedown assemblies.[1]

(3) *Option C (for vehicles transporting metal articles only).* A vehicle transporting cargo which consists of metal articles must conform to either the rules in paragraph (b) (1), (2), or (4) of this section, or the special rules for transportation of metal articles set forth in paragraph (c) of this section.

(4) *Option D.* The vehicle must have other means of protecting against shifting or falling cargo which are similar to, and at least as effective as, those specified in paragraph (b) (1), (2), or (3) of this section.

(c) *Special rules for metal articles*—(1) *Scope of the rules in this paragraph.* The rules in this paragraph apply to a

[1] Tiedown assemblies or dunnage in contact with sufficient exterior (including topmost) pieces of the cargo and securely holding each interior or lower piece comply with this requirement.

motor vehicle transporting cargo consisting of metal articles if that vehicle does not conform to the rules in paragraph (b) (1), (2), or (4) of this section.

(2) *Application of other sections.* A motor vehicle transporting property consisting of metal articles must, regardless of whether the rules in this paragraph apply to it, conform to the rules in §393.102 (relating to securement systems), §393.104 (relating to blocking and bracing of cargo), and §393.106 (relating to front-end structure requirements).

(3) *Coils.* Whenever a motor carrier transports one or more coils of metal which, individually or as a combination banded together, weigh 5,000 pounds or more, the coils shall be secured in the following manner:

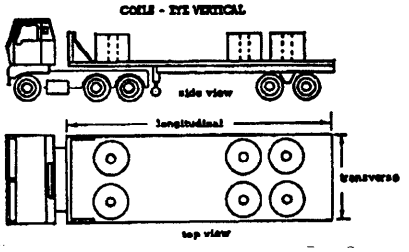
(i) *Coils with eyes vertical:* One or more coils which are grouped and loaded side by side in a transverse or longitudinal row must be secured by—

(*a*) A tiedown assembly against the front of the coil or row of coils, restraining against forward motion;

(*b*) A tiedown assembly against the rear of the coil or row of coils, restraining against rearward motion; and

(*c*) A tiedown assembly over the top of each coil or transverse row of coils, restraining against vertical motion.

The same tiedown assembly shall not be used to comply with more than one of the requirements of paragraph (c)(3)(i) (*a*), (*b*), or (*c*) of this section.



(ii) *Coils with eyes crosswise:* Each coil or transverse row of coils loaded side by side and having approximately the same outside diameters must be secured by—

(*a*) A tiedown assembly through the eye of each coil, restricting against forward motion and making an angle of less than 45° with the horizontal when viewed from the side of the vehicle;

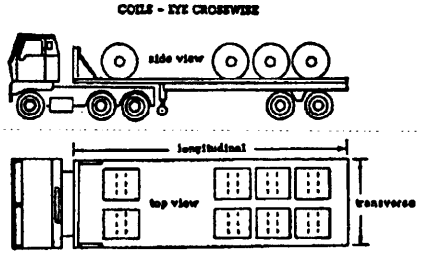
(*b*) A tiedown assembly through the eye of each coil, restricting against rearward motion and making an angle of less than 45° with the horizontal when viewed from the side of the vehicle; and

(*c*) Timbers, having a nominal cross section of 4 x 4 inches or more and a length which is at least 75 percent of the width of the coil or row of coils, tightly placed against both the front and rear sides of the coil or row of coils and restrained to prevent movement of the coil or coils in the forward and rearward directions.

(*d*) If coils are loaded to contact each other in the longitudinal direction and relative motion between coils, and between coils and the vehicle, is prevented by tiedown assemblies and timbers—

(*1*) Only the foremost and rearmost coils must be secured with timbers; and

(*2*) A single tiedown assembly, restricting against forward motion, may be used to secure any coil except the rearmost one, which must be restrained against rearward motion.



(iii) *Coils with eyes lengthwise:* A coil or transverse row of coils having approximately equal outside diameters and loaded side by side or a longitudinal row of coils having approximately equal outside diameters and loaded end to end must be secured as follows:

(*a*) The coil or coils must be restrained against side-by-side and fore-and-aft movement by—

(*1*) One or more tiedown assemblies over the top of each coil or transverse row; or

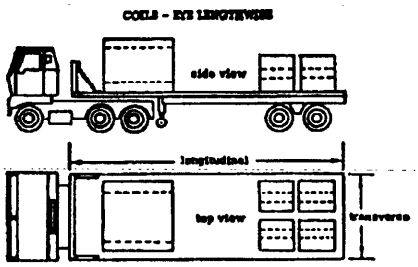
(*2*) Two or more tiedown assemblies through the eye of each coil or longitudinal row; or

(*3*) One or more tiedown assemblies, crossing from one side of the vehicle to

the other, through the eye of each coil or longitudinal row of coils in a transverse row.

(*b*) Timbers having nominal cross section of 4 x 4 inches or more must be tightly placed against the sides of each coil or against the outboard sides of each transverse row of coils which are loaded side by side so that the timbers restrain against side-to-side movement.

(*c*) If, in accordance with paragraph (c)(3)(iii)(*a*)(*1*) of this section, only one tiedown assembly over the top of each coil or transverse row of coils is used to restrain against side-to-side movement and fore-and-aft movement, timbers having a nominal cross section of 2 x 4 inches or more and which are firmly secured to longitudinal blocking must be tightly placed against the front and back of each coil, each longitudinal row of coils, and each transverse row of coils in a manner which restricts forward and rearward movement.



(iv) Timber which is used for blocking must be sound lumber which is free of defects (such as knots or cracks) that materially reduce its strength.

(v) Timbers need not be used on vehicles which have depressions in the floor or are equipped with other restraining devices which perform the functions specified for timbers by the rules in this section.

(vi) As used in this section, the term "nominal", when used to describe timber, means commercially dressed sizes generally designated by the dimensions indicated.

(4) *Miscellaneous metal articles.* Except as provided in paragraph (c)(4)(iv) of this section, whenever a motor carrier transports metal articles consisting of cut-to-length bars, plates, rods, sheet and tin mill products, billets, blooms, ingots, slabs, structural shapes, or pipe, and other tubular products and those articles, either individually or as a combination of articles banded or boxed together and handled as a single unit, weigh more than 2,000 pounds, the article shall be secured in the following manner:

(i) A single article, a group of articles, or a combination of articles loaded side by side across the width of the vehicle must be secured by at least one tiedown assembly over its top for at least every 8 feet of its length and at least two tiedown assemblies securing each individual article or combination of articles banded or otherwise secured together and handled as a single unit. However, articles which individually have a length of 8 feet or less and which are securely butted against each other in the fore-and-after direction may be secured by metal angles secured by tiedown assemblies, or they may be secured by a timber having a nominal cross section of 4 x 4 inches or more placed longitudinally over the articles and secured by tiedown assemblies. Tiedown assemblies may not be located beyond the ends of the article which they secure.

(ii) If articles are tiered and each tiered article rests securely on the one beneath it, the tier may be secured in the same manner as a single level of those articles is secured in accordance with the rules in this section.

(iii) Pole trailers must either comply with the requirements of paragraph (c)(4) (i) and (ii) of this section or have at least two tiedown assemblies securing the load to the forward bolster and at least two tiedown assemblies securing the load to the rear bolster.

(iv) The rules in this paragraph do not apply to special loads consisting of machinery or fabricated structural items, such as beams, girders, and trusses, which are fastened by special methods. However, those loads must be securely and adequately fastened to the vehicle.

(d) *Special rule for special-purpose vehicles.* The rules in this section do not apply to a vehicle transporting one or more articles which, because of their size, shape, or weight, must be carried on special-purpose vehicles or must be

fastened by special methods. However, any article carried on that vehicle must be securely and adequately fastened to the vehicle.

(e) *Special rule for intermodal cargo containers.* Containers designed for the transportation of containerized, intermodal cargo and having integral securement devices must be fastened to the chassis of the motor vehicle with securement devices that prevent them from being unintentionally unfastened. The securement devices must restrain the container from moving more than one-half inch forward, more than one-half inch aft, more than one-half inch to the right, more than one-half inch to the left, or more than one inch vertically when the container is subjected to the following accelerations relative to the vehicle:

Direction of force relative to longitudinal axis of vehicle	Acceleration in G's
Downward	1.70
Upward	0.50
Lateral	0.30
Longitudinal	1.80

(f) *Effective date.* This section is effective on October 1, 1973.

§ 393.102 Securement systems.

(a) *Application and scope of the rules in this section.* The rules in this section apply to tiedown assemblies (including chains, cables, steel straps, and fiber webbing), other securement devices, and attachment or fastening devices used in conjunction therewith, which are used to secure cargo to motor vehicles in transit. All devices which are used to secure cargo to a motor vehicle in transit under the rules in this subpart must conform to the requirements of this section.

(b) *Tiedown assemblies.* Except for integral securement devices of containers designed for the transportation of containerized, intermodal cargo which conform to the rules in § 393.100(e), the aggregate working load limit of the tiedown assemblies used to secure an article against movement in any direction must be at least 1/2 times the weight of the article. With the exception of marking identification, tiedowns used must meet applicable manufacturing standards listed in this paragraph (b).

(1) *Steel strapping.* Steel strapping used as a component of a tiedown assembly must conform to the requirements of the 1991 edition of the American Society for Testing and Materials' Standard Specification for Strapping, Flat Steel and Seals, ASTM D3953-91. Steel strapping which is not marked by the manufacturer with a working load limit, shall be considered to have a working load limit equal to 1/4 of the breaking strength listed in ASTM D3953-91. (See § 393.7(b) for information on the incorporation by reference and availability of this document.) Steel strapping that is one inch wide or wider must have at least two pairs of crimps in each seal and when an end-over-end lap joint is formed, it must be sealed with at least two seals.

(2) *Chain.* Chain used as a component of a tiedown assembly must conform to the requirements of the June 15, 1990, edition of the National Association of Chain Manufacturers' Welded Steel Chain Specifications applicable to all types of chain. (See § 393.7(b) for information on the incorporation by reference and availability of this document.)

(3) *Webbing.* Webbing used as a component of a tiedown assembly must conform to the requirements of the 1991 edition of the Web Sling and Tiedown Association's Recommended Standard Specification for Synthetic Webbing Tiedowns. (See § 393.7(b) for information on the incorporation by reference and availability of this document.)

(4) *Wire rope.* Wire rope used as a component of a tiedown assembly must conform to the requirements of the November 1985 second edition of the Wire Rope Technical Board's Wire Rope Users Manual. Wire rope which is not marked by the manufacturer with a working load limit, shall be considered to have a working load limit equal to ¼ of the nominal strength listed in the Wire Rope Users Manual. (See § 393.7(b) for information on the incorporation by reference and availability of this document.)

(5) *Cordage.* Cordage used as a component of a tiedown assembly, must conform to the applicable Cordage Institute rope standards listed below: PETRS-2, Polyester Fiber Rope, 3-Strand and 8-Strand Constructions,

January, 1993; PPRS–2, Polypropylene Fiber Rope, 3-Strand and 8-Strand Constructions, August, 1992; CRS–1, Polyester/Polypropylene Composite Rope Specifications, Three- and Eight-Strand Standard Construction, May 1979; NRS–1, Nylon Rope Specifications, Three- and Eight-Strand Standard Construction, May 1979; C1, Double Braided Nylon Rope Specifications, DBN-January 1984. (See § 393.7(b) for information on the incorporation by reference and availability of these documents.)

(6) *Tables of working load limits.* The working load limits listed in the tables in this paragraph are to be used when the tiedown material is not marked by the manufacturer with the working load limit. Tiedown materials which are marked by the manufacturer with working load limits which differ from the table, shall be considered to have a working load limit equal to the value for which they are marked. Synthetic cordage (e.g., nylon, polypropylene, polyester) which is not marked or labeled to enable identification of its composition or working load limit shall be considered to have a working load limit equal to that for polypropylene fiber rope.

TABLES TO § 393.102(B)(6)—WORKING LOAD LIMITS (WLL)

[Chain WLL in pounds (kg)]

Size inch (mm)	Grade 3 proof coil	Grade 4 high test	Grade 7 transport	Grade 8 alloy
¼ (7)	1300 (590)	2600 (1180)	3150 (1430)	3500 (1590)
5/16 (8)	1900 (860)	3900 (1770)	4700 (2130)	5100 (2310)
⅜ (10)	2650 (1200)	5400 (2450)	6600 (2990)	7100 (3220)
7/16 (11)	3500 (1590)	5800 (2630)	8750 (3970)	.....
½ (13)	4500 (2040)	9200 (4170)	11300 (5130)	12000 (5440)
⅝ (16)	6900 (3130)	11500 (5220)	15800 (7170)	18100 (8210)
Chain Mark	PC	HT	.....	T
Examples	3	4	7	8
	30	40	70	80

Synthetic Webbing WLL

Width inch (mm)	WLL pounds (kg)
1-¾ (45)	1750 (790)
2 (50)	2000 (910)
3 (75)	3000 (1360)
4 (100)	4000 (1810)

Wire Rope (6 X 37, Fiber Core) WLL

Diameter inch (mm)	WLL pounds (kg)
¼ (7)	1400 (640)
5/16 (8)	2100 (950)
⅜ (10)	3000 (1360)
7/16 (11)	4100 (1860)
½ (13)	5300 (2400)
⅝ (16)	8300 (3770)
¾ (20)	10900 (4940)
⅞ (22)	16100 (7300)
1 (25)	20900 (9480)

Manila Rope WLL

Diameter inch (mm)	WLL pounds (kg)
⅜ (10)	205 (90)
7/16 (11)	265 (120)
½ (13)	315 (150)
⅝ (16)	465 (210)
¾ (20)	640 (290)
1 (25)	1050 (480)

Polypropylene Fiber Rope WLL (3-Strand and 8-Strand Constructions)

Diameter inch (mm)	WLL pounds (kg)
⅜ (10)	400 (180)
7/16 (11)	525 (240)

Polypropylene Fiber Rope WLL (3-Strand and 8-Strand Constructions)—Continued

Diameter inch (mm)	WLL pounds (kg)
½ (13)	625 (280)
⅝ (16)	925 (420)
¾ (20)	1275 (580)
1 (25)	2100 (950)

Polyester Fiber Rope WLL (3-Strand and 8-Strand Constructions)

Diameter inch (mm)	WLL pounds (kg)
⅜ (10)	555 (250)
7/16 (11)	750 (340)
½ (13)	960 (440)
⅝ (16)	1500 (680)
¾ (20)	1880 (850)
1 (25)	3300 (1500)

Nylon Rope WLL

Diameter inch (mm)	WLL pounds (kg)
⅜ (10)	278 (130)
7/16 (11)	410 (190)
½ (13)	525 (240)
⅝ (16)	935 (420)
¾ (20)	1420 (640)
1 (25)	2520 (1140)

Double Braided Nylon Rope WLL

Diameter inch (mm)	WLL pounds (kg)
⅜ (10)	336 (150)
7/16 (11)	502 (230)
½ (13)	655 (300)
⅝ (16)	1130 (510)
¾ (20)	1840 (830)
1 (25)	3250 (1470)

Steel Strapping WLL

Width thickness inch	WLL pounds (kg)
1-¼ x 0.029	1190 (540)
1-¼ x 0.031	1190 (540)
1-¼ x 0.035	1190 (540)
1-¼ x 0.044	1690 (770)
1-¼ x 0.050	1690 (770)
1-¼ x 0.057	1925 (870)
2 x 0.044	2650 (1200)
2 x 0.050	2650 (1200)

(c) *Load binders and hardware.* The strength of load binders and hardware that are part of, or used in conjunction with, a tiedown assembly must be equal to, or greater than the minimum strength specified for that tiedown assembly in paragraph (b) of this section.

(d) *Attachment to the vehicle.* The hook, bolt, weld, or other connector by which a tiedown assembly is attached to a vehicle, and the mounting place and means of mounting the connector, must be at least as strong as the tiedown assembly when that connector is loaded in any direction in which the tiedown assembly may load it.

(e) *Winches or other fastenings.* The anchorages of a winch or other fastening device mounted on a vehicle and used in conjunction with a tiedown assembly must have a combined tensile strength equal to, or greater than, the strength of the tiedown assembly.

(f) *Adjustability.* A tiedown assembly and its associated connectors and attachment devices must be designed, constructed, and maintained so that the driver of an in-transit vehicle can tighten them. However, the rules in

this paragraph do not apply to a securement system in which the tiedown assembly consists of steel strapping or to a tiedown assembly which is not required by the rules in this section.

(49 U.S.C. 304, 1655; 49 CFR 1.48(b) and 301.60)

[38 FR 23522, Aug. 31, 1973, as amended at 47 FR 47837, Oct. 28, 1982; 59 FR 34718, July 6, 1994; 59 FR 43898, Aug. 25, 1994]

§ 393.104 Blocking and bracing.

(a) *Protection against longitudinal movement.* When a motor vehicle carries cargo that is not firmly braced against a front-end structure that conforms to the requirements of § 393.106, the cargo must be secured so that, when the vehicle decelerates at a rate of 20 feet per second per second, the cargo will remain on the vehicle and will not penetrate the vehicle's front-end structure.

(b) *Protection against lateral movement.* When a vehicle carries cargo that may shift sideways in transit, the cargo must either be securely blocked or braced against the sides, sideboards, or stakes of the vehicle or be secured by devices that conform to the requirements of paragraph (b)(2), (b)(3), or (b)(4) of § 393.100.

(c) *Effective date.* This section is effective on October 1, 1973.

[38 FR 23522, Aug. 31, 1973, as amended at 38 FR 25183, Sept. 12, 1973]

§ 393.106 Front-end structure.

(a) *General rule.* (1) Except as provided in paragraph (g) of this section, every cargo-carrying motor vehicle must be equipped with a headerboard or similar device of sufficient strength to prevent load shifting and penetration or crushing of the driver's compartment.

(2) On and after the effective dates specified in paragraph (h) of this section, every cargo-carrying motor vehicle must have a front-end structure that conforms to the rules in this section.

(b) *Location.* The front-end structure must be located between the vehicle's cargo and the vehicle's driver.

(c) *Height and width.* The front-end structure must extend either to a height of 4 feet above the floor of the vehicle or to a height at which it blocks forward movement of any item of cargo being carried on the vehicle, whichever is lower. The front-end structure must have a width which is at least equal to the width of the vehicle or which blocks forward movement of any item of cargo being transported on the vehicle, whichever is narrower.

(d) *Strength.* The front-end structure must be capable of withstanding the horizontal forward static load specified in either paragraph (d) (1) or (2) of this section.

(1) For a front-end structure less than 6 feet in height, a horizontal forward static load equal to one half (½) of the weight of the cargo being transported on the vehicle uniformly distributed over the entire portion of the front-end structure that is within 4 feet above the vehicle's floor or that is at or below a height above the vehicle's floor at which it blocks forward movement of any item of the vehicle's cargo, whichever is less.

(2) For a front-end structure 6 feet in height or higher, a horizontal forward static load equal to four-tenths (0.4) of the weight of the cargo being transported on the vehicle uniformly distributed over the entire front-end structure.

(e) *Penetration resistance.* The front-end structure must be designed, constructed and maintained so that it is capable of resisting penetration by any item of cargo that contacts it when the vehicle decelerates at a rate of 20 feet per second per second. The front-end structure must have no aperture large enough to permit any item of cargo in contact with the structure to pass through it.

(f) *Substitute devices.* The requirements of this section may be met by the use of devices performing the same functions as a front-end structure, if the devices are at least as strong as, and provide protection against shifting cargo at least equal to, a front-end structure which conforms to those requirements.

(g) *Exemptions.* The following motor vehicles are exempt from the rules in this section:

(1) A vehicle which is designed and used exclusively to transport other vehicles, if each vehicle it transports is securely tied down by devices that conform to the requirements of § 393.102.